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# Monthly Bulletin

## Michigan Society of Architects

July 1974
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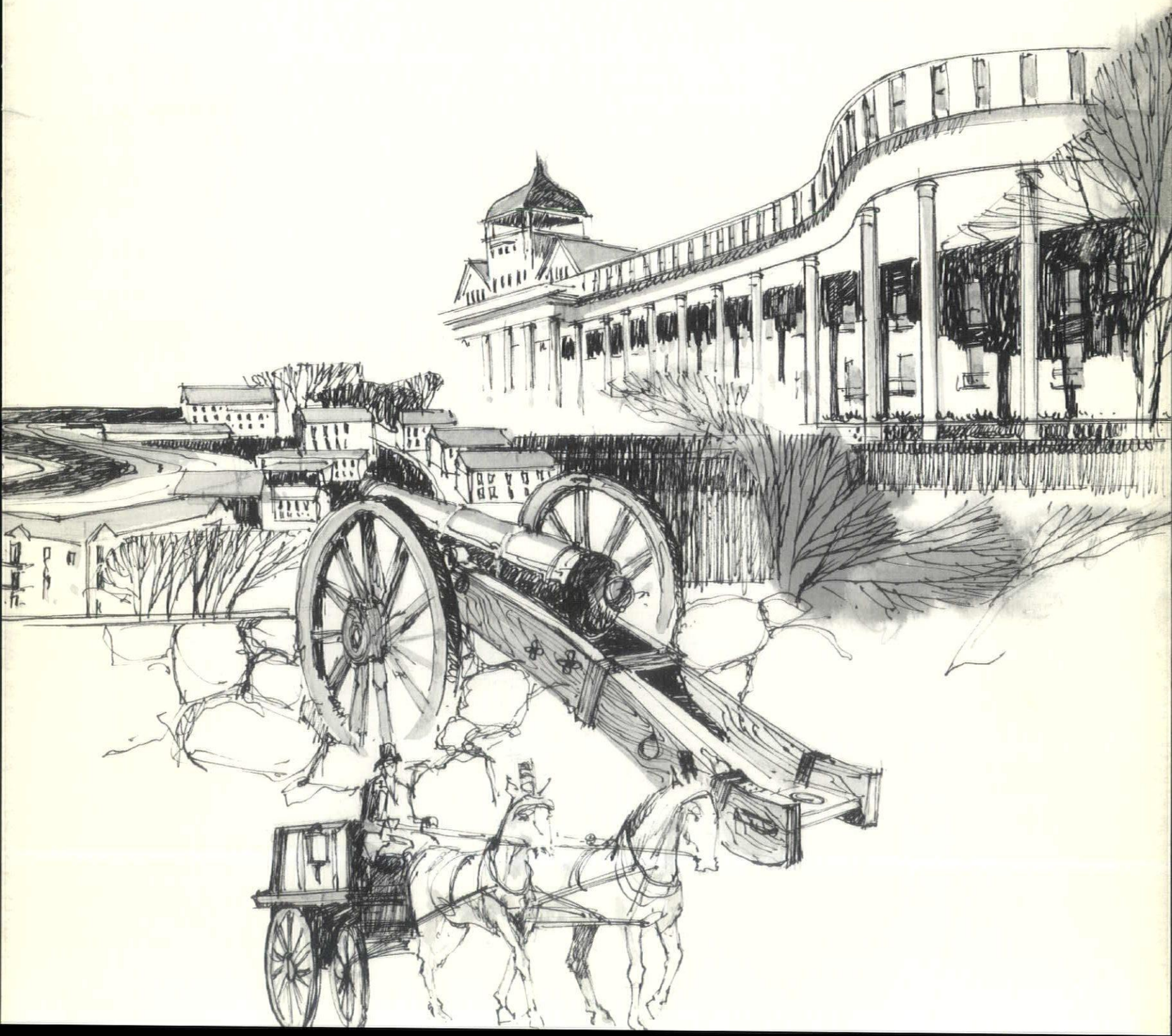

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Monthly Bulletin

Vol. 49 No. 7
July, 1974

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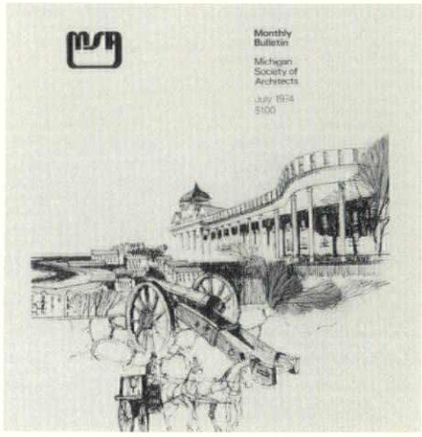
*Photos for "Travelog" (courtesy) of Robert C. Boelio, Senior Contributing Editor, Motor News*

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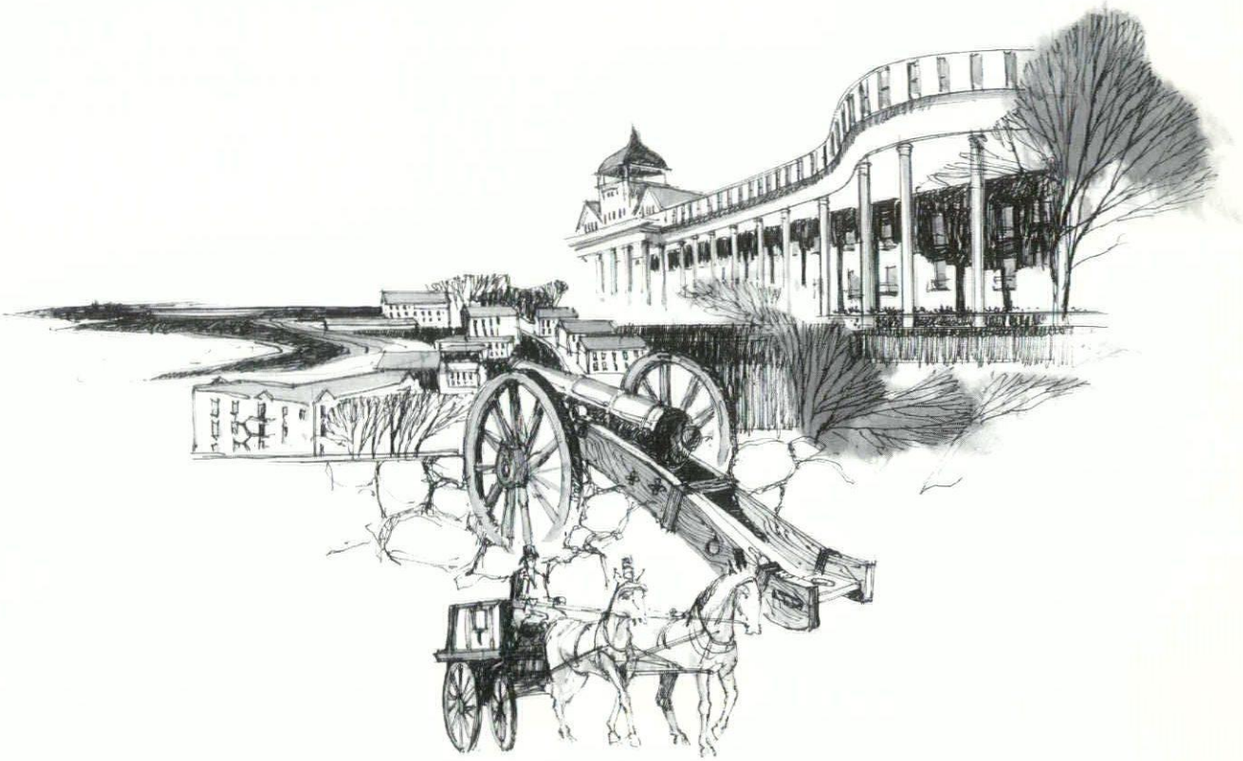
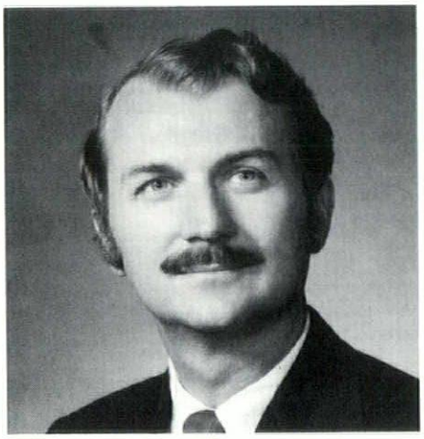
# 31st Annual MSA Mid-Summer Conference
# Grand Hotel, Mackinac Island
# August 8, 9, 10, 1974

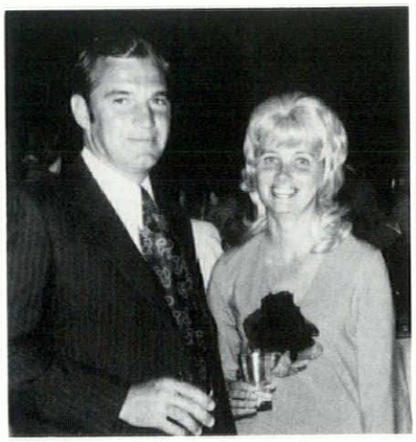


The "Grand Hotel" awaits the MSA 31st annual conference. The program is loaded with fun and surprises. There will be golf, tennis and horseshoe tournaments for all ages.

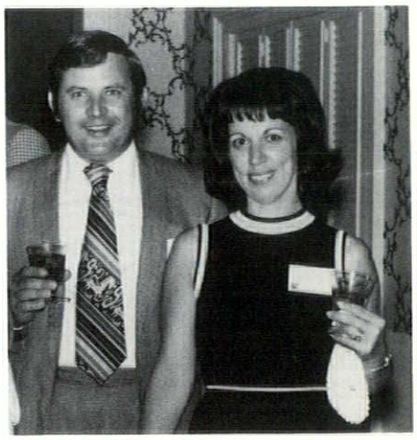
If you enjoyed the "Fort Party" last year, you won't want to miss the "Moonlight Cruise" around the island this year. Also planned is a mystery hunt for the youth and to bring the conference to a close, a new and special program for Saturday evening. If you haven't been a part of the fun, 1974 is the year to find out what you've been missing. Ask someone who's been there!



*Leslie Tincknell*



*James & Janice Hackenberger*



*James & Pat Kinville*

# Program

| DAY | TIME | CHILDREN | YOUTH | ADULTS |
|---|---|---|---|---|
| THURSDAY | 9:00 A.M. - 5:00 P.M. | MSA REGISTRATION/MAIN LOBBY | | |
| | 12:00 Noon | Luncheon/Main Dining Room | | |
| | 2:00 P.M. | | MSA Board of Directors Meeting | |
| | 6:00 P.M. | Coke Party<br>"Ice Breaker<br>Prizes | Coke Party-Organizational Planning Session/Prizes | Cocktail Reception Sponsors: Brasco, Inc. Kaufmann Window & Door Corp. and MSA 31st Mid-Summer Conference Committee |
| | 7:00 P.M. | Dinner/Main Dining Room | | |
| | 8:30 P.M. | FAMILY NIGHT ACTIVITIES/Games of Skill/Prizes<br>Club Room | | |
| FRIDAY | 9:00 A.M. - 5:00 P.M. | MSA REGISTRATION/MAIN LOBBY | | |
| | 7:00 A.M. - 9:00 A.M. | | Horseback Riding-Parents Permission Necessary & Riding Experience (Over 12 years old) | |
| | 8:00 A.M. - 11:00 A.M. | | Tennis Tournament | Tennis Tournament |
| | 10:00 A.M. | Lawn Games/Prizes | Free Time | MSA Business Meeting All MSA Members to attend Door Prizes<br><br>Ladies Coffee Hour/Prizes |
| | 12:00 Noon | Luncheon/Main Dining Room | | |
| | 1:30 P.M. | Fort Tour | Fort Tour<br>Volleyball<br>Jr. Golf & Tennis Tournaments | Golf, Horseshoe & Tennis Tournaments |
| | 6:00 P.M. - | Coke Party<br>Get Acquainted<br>Prizes | Coke Party<br>Club Room<br>Prizes | Cocktail Reception Sponsored by: Plumbing & Heating Industry of Detroit, Inc. |
| | 7:00 P.M. | Dinner/Main Dinning Room | | |
| | 8:00 P.M. | Full Length Movie<br>or Cartoons | | |
| | 10:00 P.M.<br>12:00 Mid-Night | | Moonlight Cruise around the Island Sponsored by: The Michigan Plumbing, and Mechanical Contractors Association<br><br>Change to warm clothing - Meet in the Hotel Lobby in time to be at the Straits Transit Dock at 9:59 P.M. when the moon rises. | |
| SATURDAY | 9:00 A.M. - 12:00 Noon | MSA REGISTRATION/MAIN LOBBY | | |
| | 8:00 A.M. - 11:00 A.M. | | Tennis Tournament | Tennis Tournament |
| | 10:00 A.M. | Dray Ride<br>Parent's Permission<br>Bike Hike (supervised)<br>8 Years & Older | Volley Ball<br>Jr. Golf & Tennis | Golf, Tennis & Horseshoe Tournaments |
| | 12:00 Noon | Luncheon/Main Dining Room | | |
| | 1:30 P.M. Afternoon | Free | Free | Free |
| | 6:00 P.M. | Coke Party-Awards<br>Bingo Games | Coke Party/Prizes | President's Reception Sponsor: Great Lakes Fabricators & Erectors |
| | 7:00 P.M. | Dinner/Main Dining Room | | |
| | 8:30 P.M. | Full Length Movie | Mystery Hunt & Pizza | Gourmet Desert Buffet Served by Grand Hotel 31st Mid-Summer Conference Program<br><br>Entertainment & Dancing<br>Terrace Room<br>Champagne<br>Formal Dress<br>Sponsors: Detroit Mason Contractors Association, Electrical Contracting Industry of Southeastern Michigan<br>Masonry Institute of Michigan |

## MSA SECOND ANNUAL TENNIS TOURNMENT

Due to the interest and participation in last years tennis tournment, we plan to have a Second Annual MSA Tennis Tournment to be held at the Mid Summer Conference of the MSA of Mackinac Island, All persons attending the convention are invited to participate in the tournment. This year there will be a registration fee of $1.00 charged to each participant which will entitle each player to play in as many events as his or her age group allows. Also, court time will be charged in accordance with the established rates charged by the Grand Hotel. We trust that this years tournment will be bigger and better than last years, trophies will be awarded to all winners of each event, so start practicing and we'll see you on the courts at Mackinac.

EVENTS

Small Fry (boys and girls 10 yrs. old and under)

Jr. Girls Singles (16 yrs. and under)

Jr. Boys Singles (16 yrs. and under)

Mixed Doubles

Womens Singles (17 yrs. and over)

Womens Doubles (17 yrs. and over)

Mens Singles (17 yrs. and over)

Mens Doubles (17 yrs. and over)

## GOLF

As usual

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## Mid-Summer Conference Committee - 1974

| | |
|---|---|
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| Vice Chairman | James Kinville, AIA |
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| Tennis | James Ely |
| Ladies Activities | Janice Hackenberger<br>Pat Kinville |
| Youth Activities | Joyce & Dean Davenport |
| MSA President | Leslie Tincknell, AIA |
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| Executive Director | Ann Stacy |

# The Other Side of The Bridge

## A travelog by John C. Haro, FAIA

*Title by James Gallagher (with apologies to Arthur Miller)*

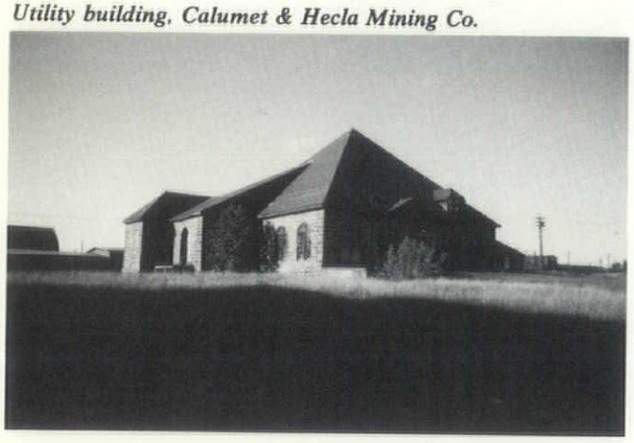
A month or so ago, Ann asked me to write a travel and restaurant guide to the Upper Peninsula so that it could appear in the MSA Bulletin before the Mackinac Island Convention.

I procrastinated long enough to receive the June issue of AAA Motor News featuring the Upper Peninsula, and I suggest that if you're really interested, avail yourself of this excellent guide which is far more complete and comprehensive than I could possible write. I admit to being a proud native of the Upper, but two to three quick trips a year to Baraga County with a maximum of three pit stops each way over a period of the last 25 years don't necessarily make one an especially well informed expert on the territories' current attractions.

I think it's still safe to say that for anyone with a taste for *la haute cuisine* (or even *la cuisine bourgeoise,* for that matter) a guide is of no value, since restaurants in the Upper Peninsula just aren't prepared for such epicurian patronage. You may be lucky and find a hopeful new restaurant specializing in lake trout boiled in cheesecloth, or a nice clean little place that serves pancakes with fresh blueberries in season, or you might even encounter a Finnish Church group selling "Nisua" (cardamom bread), so I wouldn't go so far as to say that the *specialite de pays* is limited to pasties and beer, but if your tastes can be satisfied with such plain fare, you ain't likely to die of hunger or thirst. So much for the Gourmet Guide.

With your June issue of the AAA guide in hand, go forth, poke about the ghost towns, explore the abandoned mines and forgotten farms. Above all, enjoy

*Utility building, Calumet & Hecla Mining Co.*



its wildness, its forests, streams and mountains (!) and its beaches of sand and rock and the clear cold water. Thats generally what your supposed to do in the Upper Peninsula, and you can't knock it.

The AAA guide neglected to mention a particularly popular current *divertissment,* however, which, according to the L'Anse Sentinel, is attracting tourists in droves. As dusk begins to cloak the verdant pines and the soft mist rises along the banks of the dark rivers, gather your convivial friends and portable bar and head for the village dump (check first with the locals for the right one.) The spectacle of the foraging black bears is held by many as the best entertainment around, as well as a place to be and be seen. If you're fortunate, you may even meet one of these entertainers on a more personal encounter at the motel trash barrel early the next morning. Also, according to the Sentinel, this year a particularly big bear, said to be in excess of 450 pounds, has been terrorizing the country side in Barago County around Pelkie, Tapiola and Elo. Recently the big animal clawed under a mobile home in an effort to get at some puppies (or children, I forget which). If you're looking for excitement and danger, this is where its at.

Entertainment on a higher cultural level (but, I'm sorry to say, less indiginous) is to be found in the Copper Country. The rededication of the 1,200 seat Calumet Theater as a state historic site will be celebrated on July 9 with a concert by the Detroit Symphony. One of the first municipal theaters in America, the Calumet opened in 1900, "the greatest social event ever known in copperdom's metropolis". Prominent stage personalities of both American and Europe performed there, and it is probably the only theater that features an electrified copper chandelier.

The Upper Peninsula players will be performing throughout the summer, with such fare as *Jaques Brel is Alive and Well and Living in Paris* to be staged in August. Performances of groups such as the Keweenaw Symphony, the Copper Country Chorale and Concert Choir promise to offer diversions for those who want to get away from it all, but not quite.

The architecture of the Copper country is well worth exploring. Such edifices as the Calumet theater and a number of rather fine red sandstone churches, stores and municipal buildings in Calumet, Laurium, Houghton and Hancock bespeak the aspirations of the established interests of the time and exemplify a heady confidence in the future of their enterprise and in the spiritual continuity of the implanted culture. The old Calumet High School (now I believe, a Jr. High school) is one which escaped my attention until recently, as is the former Municipal Library now occupied by Homestake Mining Co. Many of the traprock and sandstone mining company buildings in Calumet and the surrounding area are still in relatively good condition and are of considerable architectural interest.

Marquette too has a number of fine old buildings, particularly the residences along Ridge Street, the most notable of which is the red sandstone former home of the president of the Soo Line R.R.

For more information, visit the Marquette Historical Society in Marquette and the Houghton County Historical Museum in Lake Linden.

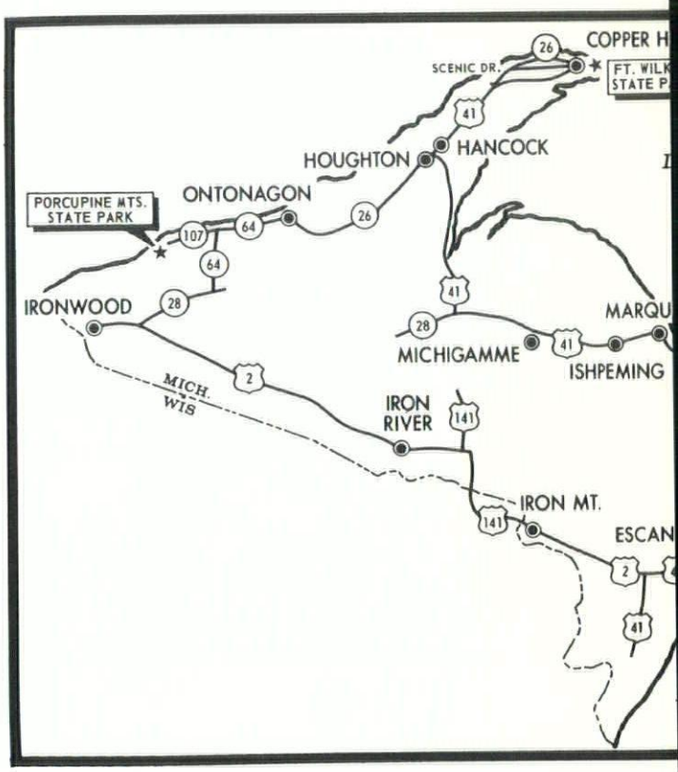
Reading the various articles in tourist guides, however, I couldn't help but be struck by the inevitable romanticisation of the relics of the U.P.'s past. Softened by time and sweetened by nostalgia, the old lumber mill and mining towns have taken on an aura of bittersweet picturesqueness, making them far more appealing to us now than they ever were in their heyday.

Lewis Mumford observed of mining towns in his early book "Sticks and Stones" that "it is not mere chance that the era devoted to mining and all its accessory manufacturers was throughout the western world the dingiest and dirtiest that has yet befouled the earth . . . the perpetual debris amid which the miner lives forms a capital contrast with the ordered culture; the careful weeding and cutting of field and orchard; . . . the smoke of the factory chimney was incense, the scars on the landscape were as lacerations of a saint and the mere multiplication of gaunt sheds and barracks was a sign of progress . . . choked by his own debris or stirred by the exhaustion of minerals, the miners community runs down - and he departs."

Quaint now in their weed grown and weathered desolation, the mining towns were a bivouac of identical company houses for the thousands of immigrants who came to work in the mines before the turn of the century with high hopes of a better life. Once dusty, treeless streets laid in a gridiron pattern on the barren scarred hills of the mining locations, towns such as Atlantic Mine, Ahmeek and Osceola projected a far harsher reality than they do now, softened by the slow return of the forest and a few remaining crabapple trees planted years ago by hopeful tenants.

It appears that the inexorable force of nature is again reclaiming this tender land, and that the scars of man will ultimately heal in at least one quiet corner of it. The stamp mills are still and the stacks of the smelters stand unsmoking.

Look over your shoulder, the problems of progress may not be far behind. The irony of the current state of



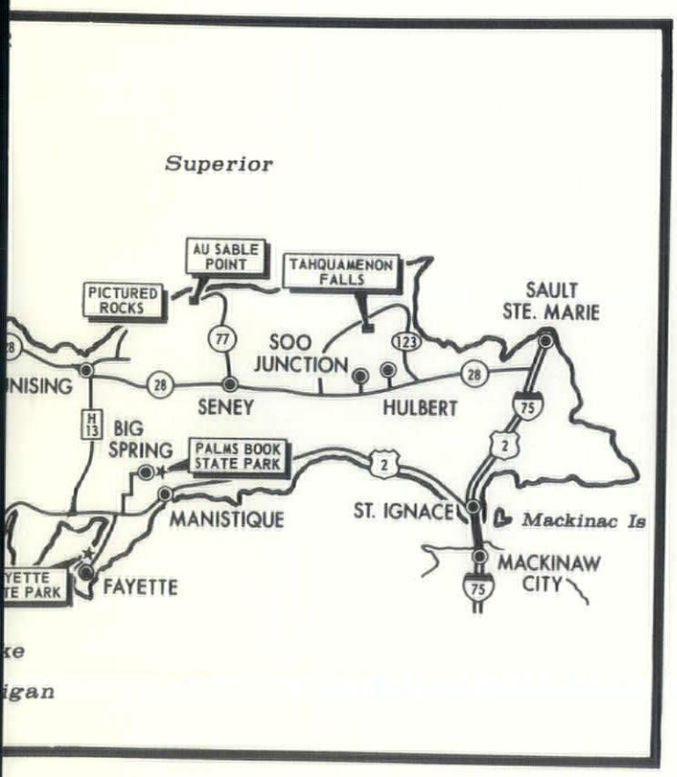
*Historic Calumet Theater, built in 1900, is being restored to its former glory.*

*The old Calumet High School is of considerable architectural interest.*

affairs in the U.P. might best be expressed by this vignette of experts from current sources:

From the L'Anse Sentinel, June 12, 1974: "Homestake Copper Co. announced today that a pilot concentrating plant will be constructed as part of the present phase of exploration and the investigation of new methods of mining and milling of the native copper deposits in the Keweenaw Peninsula of Michigan . . . the engineering and construction of the pilot plant will commence immediately."

Robert L. Helwig, V.P. Travel and Recreation Association: "The first great mineral rush in America in 1841 was to the Copper Country, and some of the rushes went on to California to become 49'rs. The U.P. provided iron for the Union Army's cannon balls in the Civil War, the copper for its stewpans and buttons. And the U.P. is producing nearly as much iron today as in the "great days" of the first mining boom and soon will be producing more than it did at its peak".




From the Detroit News, Sunday, June 16, 1974, front page: *"A Gambling Casino On Chippewa's U.P. Land?* Lansing — A novel plan was revealed Saturday to build and operate a full-fledged gambling casino on Chippewa Indian Land near Sault St. Marie . . . keystone of a $3 million development on the banks of the St. Mary's River, 20 miles west of the Soo. A marina there would be dredged to accommodate the yachting trade and an airport strip, 15 miles away would be improved to attract visitors by air . . . we would like to break ground before summer is over."

"Blow up the Big Mac Bridge and keep those tourists out." that's the half-jesting philosophy of former Michigan Supreme Court Judge and "Anatomy of a Murder" author John Volker" — *From the Motor News, June, 1974.*

"And for the people to get angry or upset that Baraga County doesn't want to change is perhaps a little out of order. Baraga County *is* a change from the rest of the fast paced world. Even though a person can argue for the economics of change, along with some cultural advantages by becoming "modern", I don't know if that's enough for an argument to bring the U.P. into the 1970's." — *L'Anse Sentinel editorial by R.J. Christison, June 12, 1974.*

At the foot of Keweenaw Bay between L'Anse and Baraga, standing on the Red Rocks escapement overlooking U.S. Highway 41 an impressive sculptured copper statue of Bishop Frederic Baraga looks out over the vast plain of Lake Superior. It stands 35 feet tall, on a base of brass in the shape of a cloud, supported by five wooden arches suggesting rainbows, 60 feet high in all, a heroic monument to the "snowshoe priest" who established the first missions in that wild region in the 1830's

Welcome to God's Country.
John Haro, FAIA

# *31st Annual MSA Mid-Summer Conference*
# *Grand Hotel, Mackinac Island*
# *August 8, 9, 10, 1974*

## ADVANCE REGISTRATION APPLICATION

NAME _____
*(Please Print)*

FIRM _____

ADDRESS _____

TELEPHONE _____

CHAPTER _____

AFFILIATION:

AIA Corporate _____
Prof. Associate _____
Prof. Affiliate _____
AIA Associate _____
Associate _____

Honorary _____
Producers Council _____
Builders Exchange _____
Other _____
_____

WIFE'S NAME *(if attending Conference)* _____

CHILDREN *(if attending Conference)*

| NAME | AGE | M/F |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |

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REGISTRATION: **$25.00 Individual, $30.00 Families (with children under 18). Wives are guests and do not pay registration fee. ($25.00 for Married Children.)**
*REGISTRATION FEE must accompany this APPLICATION.*

*Mail to: Ann Stacy, Executive Director, Michigan Society of Architects*
*28 West Adams, Detroit, Michigan 48226*

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**Helpful Hints:**

**TRANSPORTATION** — Ferry service to the island every half hour, 7 A.M. to 8:30 P.M. Extensive parking facilities at dock. Luggage transported to and from dock by Grand Hotel. FLY — North Central to Pellston with regular air service to island.

**DRESS** — Sports wear acceptable in hotel and dining room until 6:00 P.M. After 6:00 P.M.: men must wear jackets and ties, ladies wear dresses. **Saturday evening:** Ladies — long or short formal or cocktail dress; Men — tuxedo or business suit.

# Antique eagle to top restored historic building

There isn't a tremendous demand or market for ornamental eagles with six-foot wing spans.

But Shawnee Spedden had been searching for one and finally found it in an antique market.

"I said 'There it is!" she said. "It was exactly the same size as the one that was stolen."

The "new" antique eagle is destined to be the crowning glory of the restoration of the Detroit Cornice and Slate Co. Building.

The "old" eagle, which weighed more than 100 pounds, was stolen almost 20 years ago.

Mrs. Spedden is secretary to Toby Citrin, a partner in J. A. Citrin Sons Co., which bought the historic building in 1972 for restoration. Knowing she was an antique buff, Citrin had asked her to keep her eyes peeled for eagles.

William Kessler, hired to direct the resporation of the exterior and the renovation of the interior, said he is so impressed with the building he has decided to move his own firm into it upon completion.

"I think that's where we ought to be," Kessler said. "It's a nice location — and a neat building."

The building, the only one in Detroit with an intact metal facade, is located at 733 St. Antoine.

Designed in the 1890's by architect Harry J. Rill, it has been designed a historical landmark by both the city of Detroit and the state of Michigan and has an application for federal designation pending.

"We love it — we loved it at first sight," said Citrin.

Detroit Cornice and Slate Building has been a landmark in Detroit for 77 years. The three-story building was sold when the original family company moved to newer quarters in Ferndale.

One of the spin-offs of ownership for Citrin has been membership in the national Friends of Cast Iron Architecture Association, which comes complete with a membership card with magnet attached — for testing building facades.

The association commended the Citrins, saying "it is a splendid thing they are doing in giving this building a future," and praised Kessler for "doing a very creative job of adaptation and restoration."

The building's metal front will be sandblasted, covered with a coat of preservative, and restored as closely as possible to its original finish.

And the eagle will be replaced with the slightly more ferocious looking find. The old eagle was hand-made by Frank Hesse, who founded the firm in the 1880's and also helped design the metal work. The replacement, made of hollow zinc, is suspected to have come from a public building in Massachusetts that had been demolished.

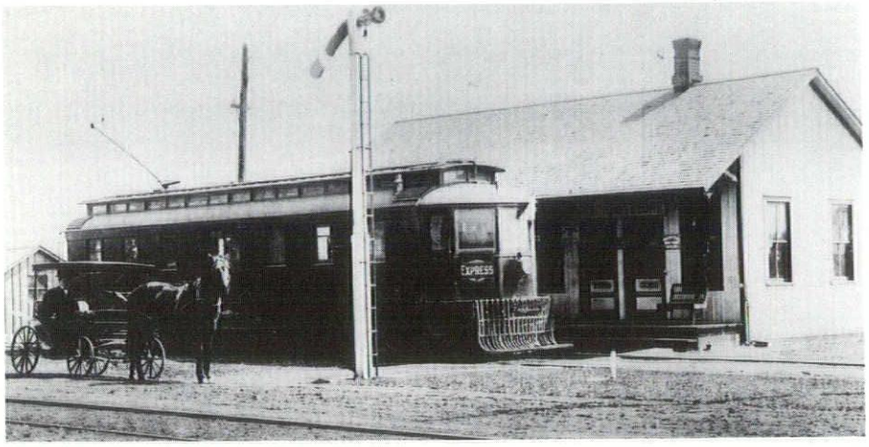
Completion of the renovation is scheduled for the end of August, Kessler said. There will be office space (on the first and second floors) available for lease.

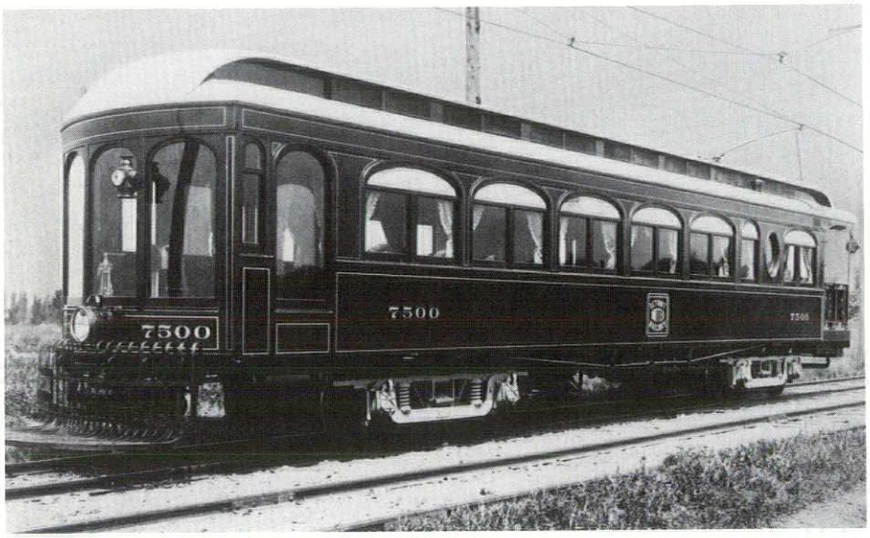
J.A. Citrin Sons are advertising it as a unique address, a "historic landmark, completely renovated and restored . . . near I-75, Greektown, the courts and the Renaissance Center."

In addition to a new interior, a walled and landscaped garden-courtyard is planned on the north side of the building, which Citrin hopes may become the site of an indoor-outdoor restaurant.

The Detroit Cornice and Slate Building was lucky. Its neighbors have all been turned into parking lots.

*DETROIT NEWS*




# THE INTERURBANS

## Don't We Wish We Had 'Em Back

**by Dody Rubin**

The gasoline shortage has gotten everyone thinking about public transportation again. Some cities are in various stages of fancy fixed-rail construction, like the computerized Bay Area Rapid Transit (BART) system in San Francisco; Metropolitan Atlanta Rapid Transit Administration (MARTA) and the Washington, D.C., subway that has made a no-man's land out of Connecticut Avenue.

Other cities are beefing up their bus lines, or at least talking about it.

To a rapidly thinning band of men who once wore brass-button uniforms, mass transit is merely a reincarnation of the glory days of the interurban.

Even the word is unfamiliar now, but in its heyday, there were 22,000 miles of interurban tracts in the U.S., most of it in the northeast quarter of the nation. Eight hundred miles radiated from Detroit.

An interurban was a self-contained electric rail car, bigger and taller than a city streetcar, but not as large as a railroad passenger car. It had a trolley that drew power from and overhead wire suspended by guy wires between parallel lines of poles. Those lines of poles marked the course of its tracks through the countryside, sometimes running alongside regular railroad tracks, sometimes paralleling roads, sometimes going cross-country along the edges of fields and through the woods. The interurban connected rural Michigan with Detroit and its cars were as much at home gliding down the shady main street of a village, where the tracks often ran, as they were in the city.

Maybe the interurban would have occupied a more prominent chapter in the book of transportation if the systems had adopted fancy acronyms like MARTA and BART. Sure, some of the cars had nicknames but the old times will tell you they were unprintable even in today's permissive world. They were never known as anything more than interurbans and looked like overgrown streetcars, which they were.

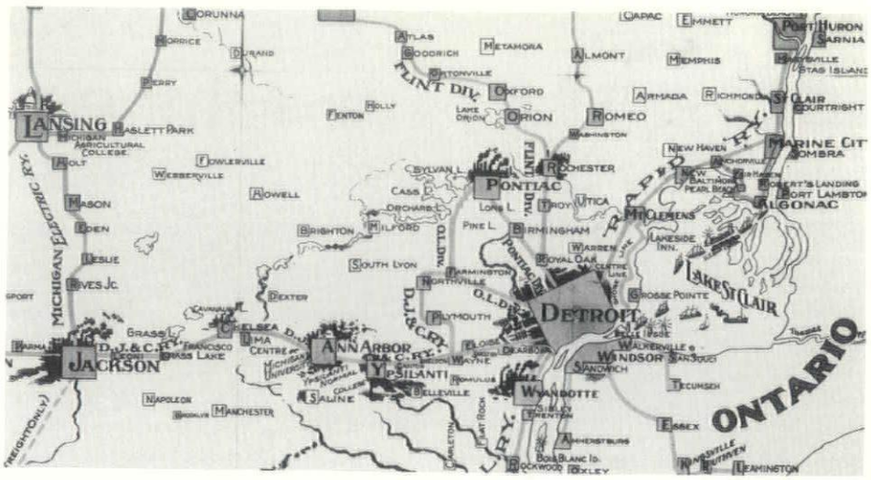
The first interurban in Michigan connected Ypsilanti and Ann Arbor. It was inaugurated in 1890 using steam power and became a full-fledged interurban in 1896 when it was electrified. The line was nicknamed the "Ypsi-Ann" and was a

striking success from the start. The success was greatly abetted by the fact that the University of Michigan had 3,000 boys and a shortage of girls and the teachers college at Ypsilanti had 1,000 girls and shortage of boys. The interurban helped restore equilibrium, especially on weekends. The fare between the towns was 10 cents. By 1899 the interurban was carrying 4,000 passengers a day.

Detroit's interurbans served 159 communities within a 75-mile radius, averaged 330 daily runs out of the terminal at Bates and Jefferson.

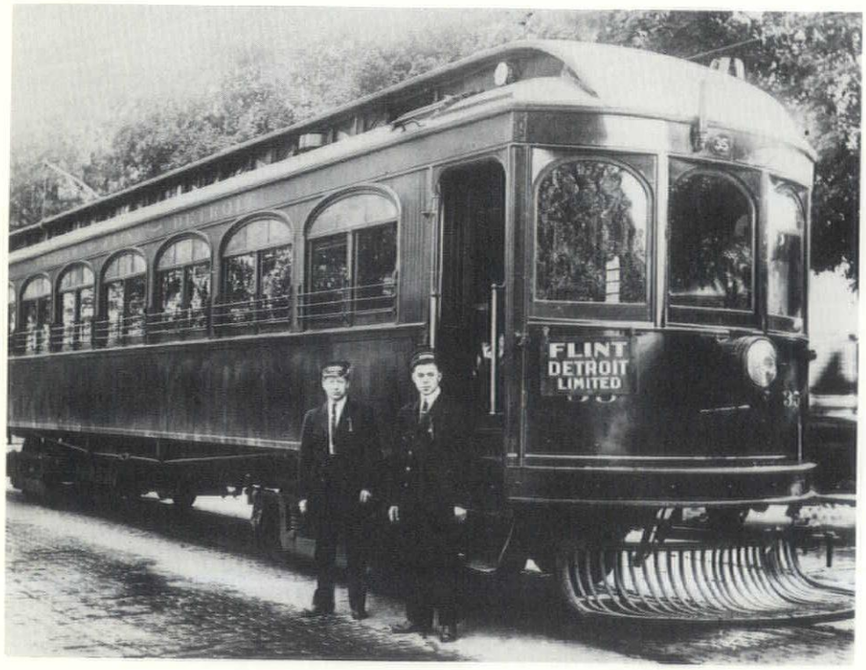
Lines ran out West Fort Street to downriver communities and Toledo; out Michigan to Ann Arbor; on Grand River to Farmington, up Woodward to Pontiac; on Van Dyke to Center Line; out Gratiot to Mount Clemens and out East Jefferson through the Grosse Pointes to Mount Clemens. There were connections to Jackson, Flint, Lansing, Algonac—just about anywhere you wanted to go. Long before Detroit was labeled "Motor City," it boasted the most extensive interurban network of any American city between 1900 and 1903.

Transit companies had little trouble securing rights-of-way; they were eagerly awaited by the little towns because the interurbans were the main means of communication as well as transportation. Most homes did not have the luxury of a telephone. Furthermore, the interurbans carried an assortment of




freight including milk, meat, produce and even newspapers. In Detroit, the big trolleys ran down the center of main drags like Woodward Avenue on city transit roadbeds. Some townships did manage to claim their pound of flesh. Farmington, for example, lighted its streets with interurban dollars, had its snow removed in winter and its streets washed during the summer.

There were numerous owners of every Detroit interurban line during their history but they eventually came under one yoke, the Detroit United Railway. The DUR was a synonym for mobility in its day. The company was owned by shareholders and turned in a tidy profit in most of its years. Federal funding was non-existent; who needed it? The transit systems were looked upon as sure-fire money makers.




A typical interurban car spanned 58 feet and was painted with bright colors—each color representing a route. Seats were plush, a green velour fabric nestled in a thick wood that had an extra touch of splendor—ornate carvings. A special doored-off section with six black leather seats and brass spitoons was reserved for cigar-smoking males. The occupants were not regarded as chauvinists; the smoking section was installed more to protect the women passengers from the stench of the stogies than to bar them from the leather seats.

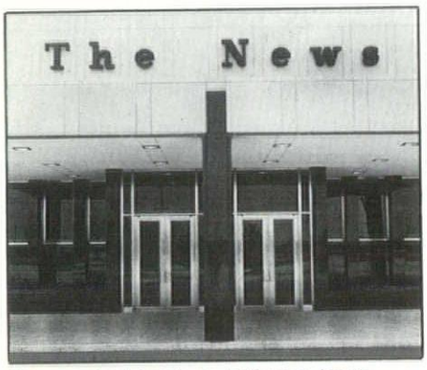
Though regarded as safe, the interurbans did crash, did derail and did kill and injure. On September 11, 1926, a head-on collision on a single track south of Monroe killed 10 and injured 30. That may have been the worst mishap in DUR annuals. Parts of each route were over single tracks and occasionally a singal was missed.

Interurbans truly were rapid transits of their time, maybe even in terms of today. Toward the end, some reached speeds of 90 miles an hour but 18 to 20 was the norm in Detroit, 35 to 40 beyond the city limits. Locals (many stops) departed every hour and the limiteds (skipping the hamlets) ran every two hours. DUR printed timetables for its fares but the motormen were an accommodating bunch. It was common for the interurban to pick up a hand-waving fare between regular stops. After sunset, a passenger could swing a lantern and the interurban would pick him up.

If you search carefully, you may see some of the old interurban tracks on Cass in Mt. Clemens.

*Reprinted with permission*
*The Detroiter Magazine–May 1974*

# Detroit News north plant... Terrazzo

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# State's Achievers Are Threatened With Obscurity During Bicentennial

*The following is reprinted with permission from the Grand Rapids Press. We believe the obeservations of columnist Gerald Elliott bear repetition as a reminder of our contributions to the growth of America.*

Less than 20 months from now the nation will begin celebrating the Bicentennial of the American Revolution. Concurrently, Grand Rapids will observe the sesquicentennial of its own founding, for it was in 1826 that Louis Campau first visited this area with a view to establishing a trading post here.

Grand Rapids, therefore, will have two historical events to celebrate: but all of Michigan will have at least one. How will it commemorate the founding of the Republic?

What meaning will it give the events that took place that summer of 1776 in Philadelphia?

From what accomplishments and achievements will this state and this community draw strength and pride and direction for the future?

Ask those entrusted with planning the events of 1976 and they will give you vague answers. After debating the question the last five or six years, they seem to be only slightly less confused than they were at the beginning. With all of that time in which to prepare, they have felt no pressing urgency to come to conclusions or commitments. In their procrastination they are no worse than the rest of us: and distant deadline invites inaction.

To be sure, there are stirrings to be noted almost everywhere. City, village and township historical societies are springing up like the flowers of May. All of them want to do something SIGNIFICANT, but obviously they still are probing for ideas.

Grand Rapids has decided to have a bicentennial coordinator. The Ada Historical Society is collecting material for a history book. The Grandville Historical Commission is laying plans for the bicentennial — and selling tiles and drinking glasses with scenes of Old Grandville on them, to help finance a new museum.

We can be sure that there will be no end of souvenirs marking the Bicentennial — pennants, flags, the inevitable bumper stickers, silver teaspoons, plates graced by the figures of Washington, Jefferson and, doubtless, latterday saints. Historical glassware already is being advertised. We are about to be deluged with gadgets and gimmicks, trivia of every kind to grace our walls and shelves and get underfoot.

There will be heavy emphasis on material things — mementos as well as the achievements of the last two centuries. From Lansing have come disturbing reports and rumors that Michigan will stress vigorously its importance as an industrial state, as the leading manufacturer of automobiles, as a recreational state and, with a nod to God, the great natural resources Michigan enjoys. It is not so certain that equal time will be given to how man and industrialization have made barren so much of the landscape and otherwise have desecrated the people's great natural heritage.

It is even less certain that proper attention will be given the immense artistic achievements and contributions of so many Michigan residents, to say nothing of the scholarly and political accomplishments of the dim past.

What will be said of Lewis Cass, that man who in 1820 made a 5,000-mile conoe trip through the Great Lakes to confer with the Indians and learn about them: the man who served as territorial governor of Michigan for 18 years, who twice served as U.S. senator from this state, as secretary of war under Andrew Jackson and, later, as secretary of state under James Buchanan and who, as the Demo-

cratic candidate in 1848, might have become the 12th president if Martin Van Buren had not divided his party's forces? Will Cass be remembered?

Will the arts, the most enduring of man's achievements, be largely ignored? Will, for example, the name of the late Theodore Roethke echo through the state? Roethke, born and reared in Saginaw, educated at the University of Michigan, winner of virtually every major prize awarded for poetry in this country and today generally recognized as America's greatest lyric poet of the 20th century — will his honors be put beside the wonders created by Durant and Ford and Briggs and the Fishers?

What of Albert Kahn, the architect who designed the General Motors building in Detroit, the now-razed Grand Rapids Press building at the head of Monroe Ave. and scores of other fine structures? Will his works be singled out for praise? Will those of such latterday outstanding architects as Eliel and Eero Saarinnen, Minoru Yamasaki and Alden B. Dow?

Will anyone remember that the late Leo Sowerby, who was born in Grand Rapids and studied here until he was 14, came to be recognized as the country's finest composer of religious music in this century and won the Pulitzer prize for it in 1944? Will Grand Rapids remember?

Will Grand Rapids recall the extraordinarily gifted White family of E. Fulton St. — Stewart Edward White, outstanding novelist who wrote of Michigan and the Old Southwest: Roderick White, internationally famous violinist, and Gilbert White, eminent painter and darling of the Parisian art salons?

Will it remember Constance Rourke, who lived and worked here and who, more than 30 years after her death, still is cited as the pre-eminent authority on the roots of American folk culture and especially American humor?

Will it remember that such famous actors as Spencer Tracy, Selena Royle, Porter Hall and Dean Jaggers all really got their start with the Wright Players in Grand-Rapids in the 1920s?

Will it remember the works of such prodigious painters as Mathias Alten — who left us an unparalleled treasury in his hundreds of paintings of Kent County scenes — Gerrit A. Beneker, Kreigh Collins and such living artists as Paul Collins, Armand Merizon, Lumen Winter and Reynold H. Weidenaar?

Will the State duly note that Kalamazoo-born and reared Thomas Schippers was the first American-born conductor to lead the Metropolitan Opera — and to continue to conduct major musical organizations all over the world?

Will the state remember that bittersweet writer Ring Lardner, born and educated in Niles and one of the great architects of the American short story?

Will it remember that Ernest Hemingway's childhood experiences and observations at Walloon Lake, near Petoskey, influenced the entire body of his literary work: or that Michigan produced such popular "outdoor" novelists as Owosso's James Oliver Curwood, Atwood's Rex Beach and Traverse City's Harold Titus? Or that it has had in Zeeland's late Paul DeKruif and Leland's Kark Detzer two of the country's most widely read editors and writers?

Will anyone remember that Helen Topping Miller, one of the most popular novelists of the last century who died in 1960, came from Fenton, Mich.?

Will anyone suggest putting up a plaque in Grand Rapids' Campau Square because it was in what now is the McKay Tower that Mike


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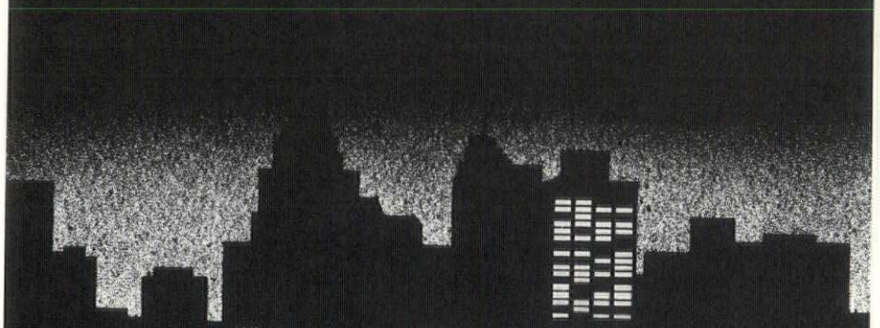

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Wallace got his start as a radio announcer? Will anyone note that Francis Pharcellus Church, who wrote what perhaps is the most famous editorial in American journalism for the New York Sun — the one usually described as "Yes, Virginia, there is a Santa Claus" — once was an editorial writer on a Grand Rapids newspaper?

Will anyone honor Detroit's Jean Goldkette because it was he who, in the '20's, gathered together many of the finest jazz musicians of the day and welded them into a "big band" that set the pattern of dance band music for the next three decades? Will anyone remark that President Marion L. Burton of the University of Michigan started something big when he brought to the Ann Arbor campus Robert Frost to become the first poet-in-residence at any univeristy?

Why pose such questions? Well, one reason is that when Marston Bates, a longtime faculty member at the U of M, author of a score or more books and one of the nation's leading anthropologists, died a few weeks ago he received in The Press only perfunctory notice of his passing which neglected even to note that he had been born in this city.

And because, too, while the restaurant-rest stops on the Indiana toll road are named for Indiana's best-known writers, there is scarcely a monument of any kind in Michigan or Grand Rapids to its cultural leaders, its social historians, its artists. The Bicentennial celebration will offer an opportunity to redress this sad situation.


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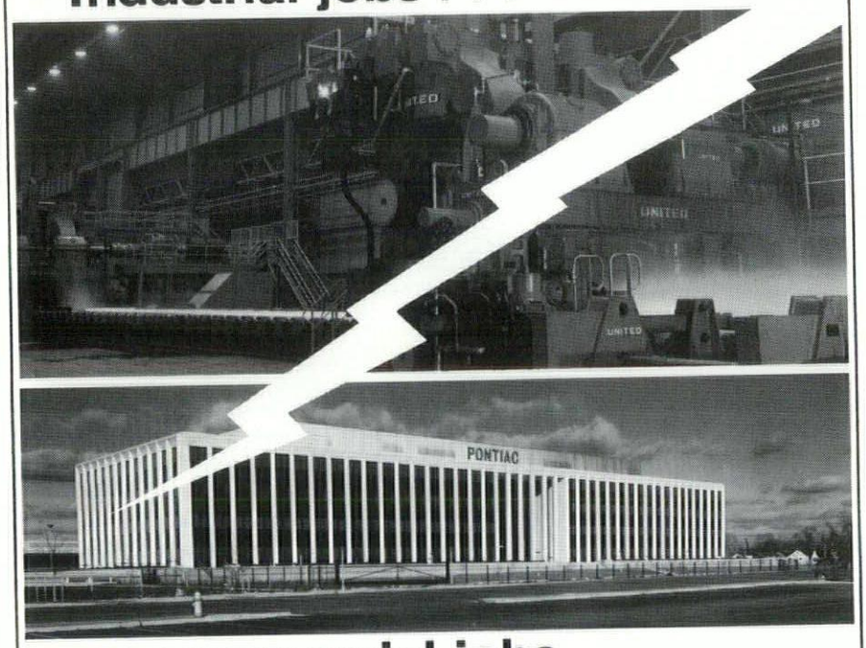


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## Book Review

### THE VANISHING DEPOT

**by Ranulph Bye**

Something of importance is fast disappearing from America these days, something we have taken for granted too long and now it is nearly gone: the American railroad depot.

In their struggle to survive, the railroads have shut down many stations, boarded them up, and in many cases torn them down in an effort to economize. Train schedules stuffed in a receptacle, posted on a billboard, or obtained only at major stations have replaced the stationmaster. Computers now mastermind the routes and scheduling and those machines do not require the quaint little buildings that once dotted the track, nor their masters aiding passengers dashing for trains.

Fortunately some communities have taken it upon themselves to preserve their stations either to still be used by the railroad or to house another business concern. But many have vanished, or sit by a deserted track the victim of vandals or simply time and disrepair.

Ranulph Bye has captured the flavor of this bit of Americana with his brush. The detail in his paintings reminds one of the labor and pride that went into these buildings, representative of the once proud and bustling railroad industry. Mr. Bye has selected a variety of buildings from a simple shanty at Bloomsburg, Pa. to the Victorian flamboyance of the depot at Lebanon, Pa. He has painted depots from Wilkes-Barre, Pa. to Harper's Ferry, W. Va., through Maryland, Delaware, New Jersey, on up through New York and parts of New England. Because they are all original watercolors, the composition, color and individual attention to each depot is unlike any art ever reproduced of this subject. Mr. Bye's paintings are not only generous in detail of the buildings but of their surroundings

and that is what makes this book unique.

There are over 60 paintings reproduced in color and 26 reproduced in black and white. Each painting is briefly described, but truly the paintings speak for themselves.

A handsome and valuable addition to your library, and a collector's item for any railroad buff.

*Publication date: December 1973. 128 pp., 10-¾" x 11-¼" x 11-¼"; 67 full-color plates: 26 black-and-white plates. Retail price $20. Introductory price until April 15, 1974, $17.50.*

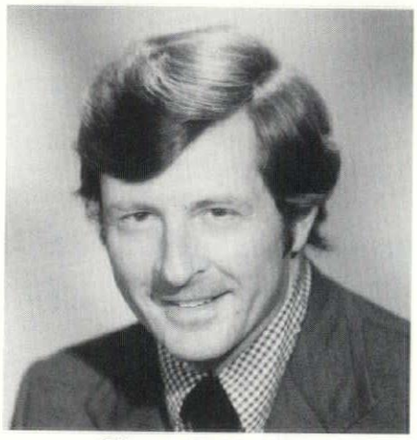
**Board of Directors Appointments**

Eberle M. Smith Associates have elected E. David Reitzel to the Board of Directors and appointed him a Vice President. Reitzel, a Lawrence Institute of Technology graduate and registered architect, has been with the firm since 1970 and will serve as Director of Production of Contract Documents.

*E. David Reitzel*

In other Board action, Lyn Eliot Graziani, AIA, was reelected to the Board and subsequently elected to the newly created office of Executive Vice President, incurring growth and development responsibilities, while Thomas E. M. Wheat was also re-elected to the Board and named Vice-President and Director of Public Relations and Project Development.

*Lyn Eliot Graziani*



*Thomas E. M. Wheat*

Additionally, the firm recently named five new Associates. They are Gary Baldwin, RA; Charles Bisel, AIA; L. Robert Hatch, AIA; Raoul Hubel, RA: and James E. Monteith. The 40-year old firm is expanding its scope of services and these appointments reflect the additional responsibilities the firm offers to its wide range of clients.

**Gleeson Re-Elected Institute President**

Clarence D. Gleeson, has been re-elected president of the Masonry Institute of Michigan for 1974.

Other officers elected by the Board of Trustees were: Frank Soave, J.R. Snyder Co., Inc., Novi, Vice President; Howard Hicks, Ebling & Hicks Inc. Romeo, Secretary; G. Forte, G. Forte Co., St. Clair Shores, Assistant Secretary; Robert F. Ebeling, Ebeling & Hicks, Inc. Romeo, Treasurer; Dwight Lewis, Rohn Fireproofing Co., Oak Park, Assistant Treasurer.

At the Institute's annual meeting, James R. Snyder of J.R. Snyder Co., Novi was re-elected to a three year term on the Board of Trustees. Winning election to the board for the first time were Francis Costella, and Joe Lutz. In addition to Gleeson, Soave and Hicks, Holdover trustees are John W. Hart, Robert T. Vandervennet, and Vernon Vetovitz.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**News**

Traverse City Architects-Engineers Establish U.P. Office in Marquette

Graheck, Bell, Kline & Brown of Traverse City opened its new Upper Peninsula Office in Marquette at 427 W. College Avenue on May 15th.

Established twenty-five years ago, the firm conducts a general practice of design for all building types. Current projects across the Upper Peninsula include those of Francis A. Bell Memorial Hospital - Ishpeming, Helen Newberry Joy Hospital - Newberry, Munising Memorial Hospital, War Memorial Hospital - Sault Ste. Marie, Crystal Falls Hospital; as well as Michigan Bell Telephone Company projects at Negaunee, Hancock, Iron Mountain, Iron River, Gladstone and St. Ignace. The proposed totally enclosed All Events Center for Northern Michigan University at Marquette was a Graheck, Bell, Kline & Brown design.

The firm's principals express an enthusiastic desire to participate in the orderly development of the Upper Peninsula, and are members of Operation Action U.P., the Marquette Builders Exchange, Upper Peninsula Association of Housing Organizations, Northern Michigan Chapter- AIA, The American Institute of Architects, and the National Society of Professional Engineers.

**Courthouse is Historic Site**

Official recognition of the Antrim County Courthouse as a State Historic Site has been received by the Bellaire Area Historical Society from the Michigan Department of State. A letter from Dr. Martha M. Bigelow, Director of the Michigan History Division, states that the designation has been approved by the Michigan Historical Commission and places the courthouse site on the Register of State Historic Places. Antrim County News, May 2, 1974

**OBITUARIES**

Detroit Chapter, AIA, member L. Robert Blakeslee died Tuesday, June 4, 1974 in Hutzel Hospital.

Mr. Blakeslee, 68, retired from the University of Detroit in 1971 as the Dean of Architectural Engineering. He received his bachelor and master's degree from the University of Michigan.

Mr. Blakeslee was a past president of the Michigan Society of Architects, and charter member of the Engineering Society of Detroit.


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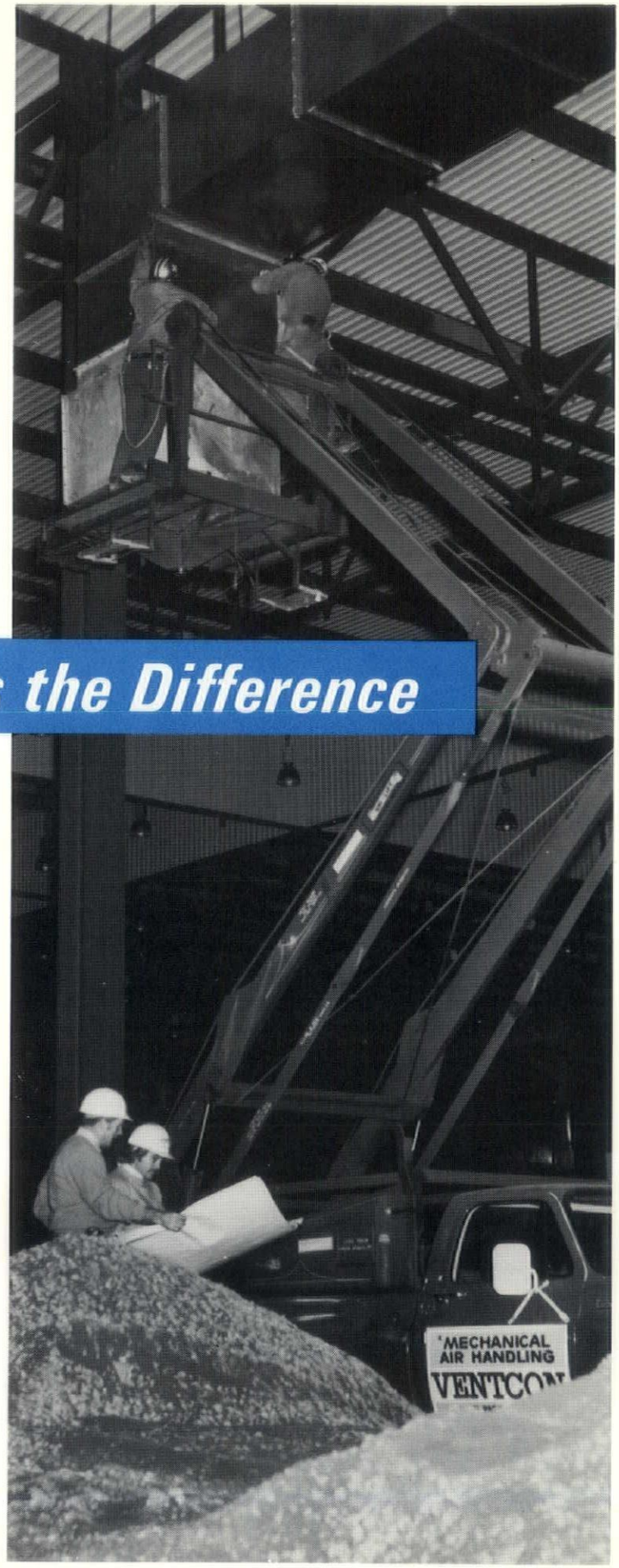

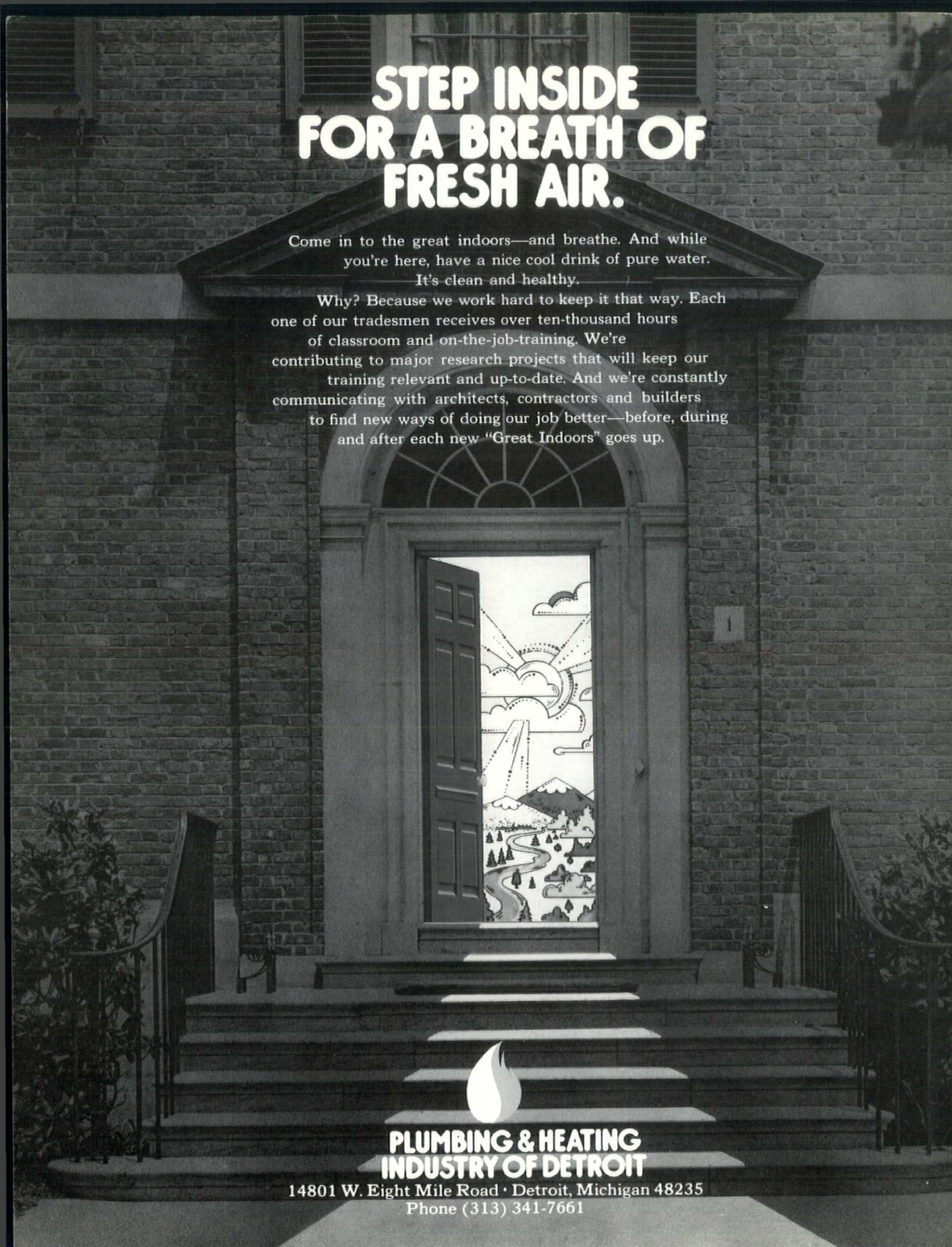
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